

To the Editor of the
Morning Herald
with two letters to the proprietors

HALIFAX AND QUEBEC RAILWAY.

REPORT, JULY, 1861.

	PAGE
General Statement	1
Petition from New Brunswick	3
" Nova Scotia	5
" London and Westminster	6
" Liverpool	10
" Manchester	13
" Glasgow	14
" Bristol	15

LONDON:
WILLIAM PENNY, 57, LINCOLN'S-INN FIELDS.
1861.





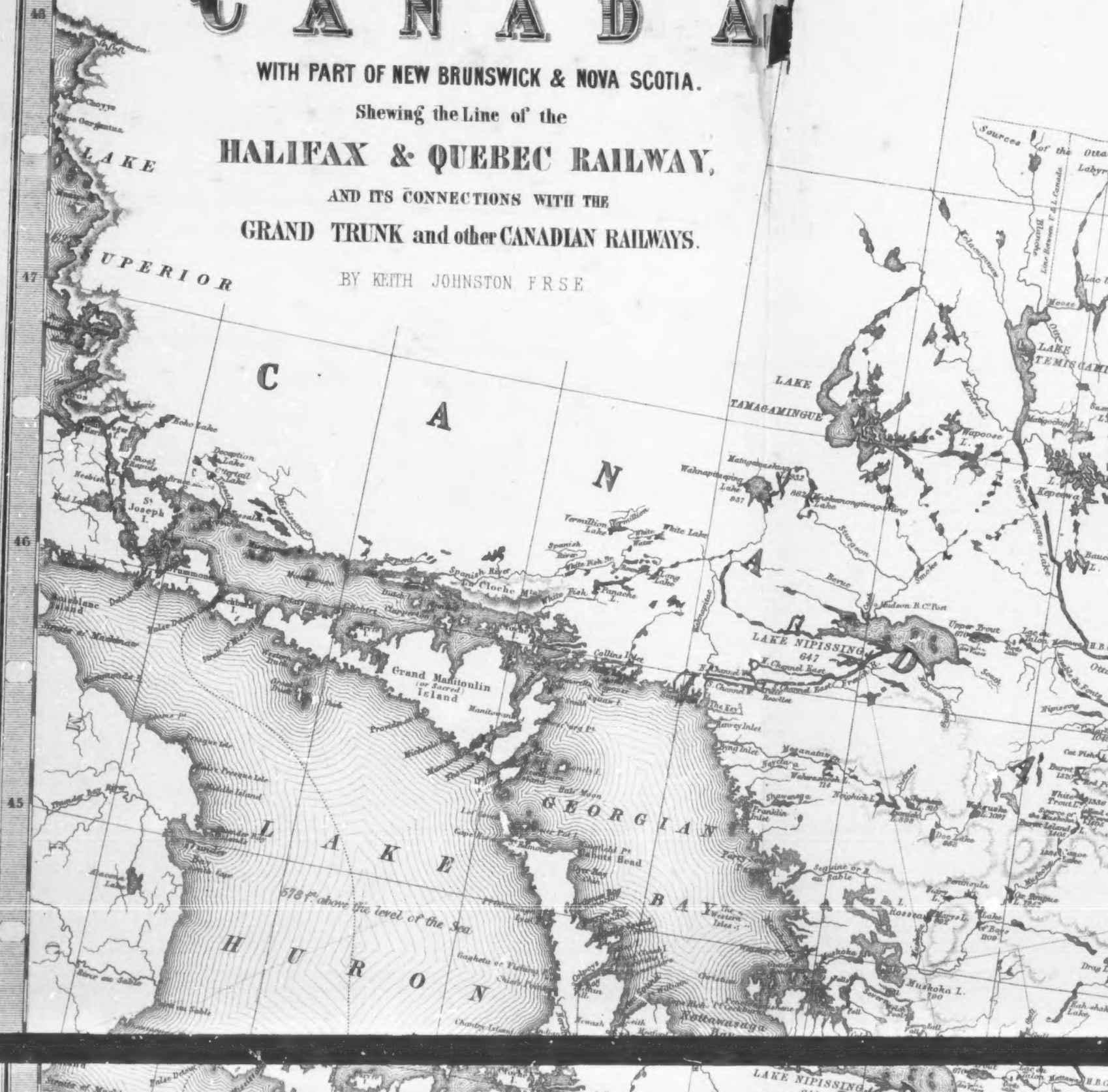
Shewing the Line of the

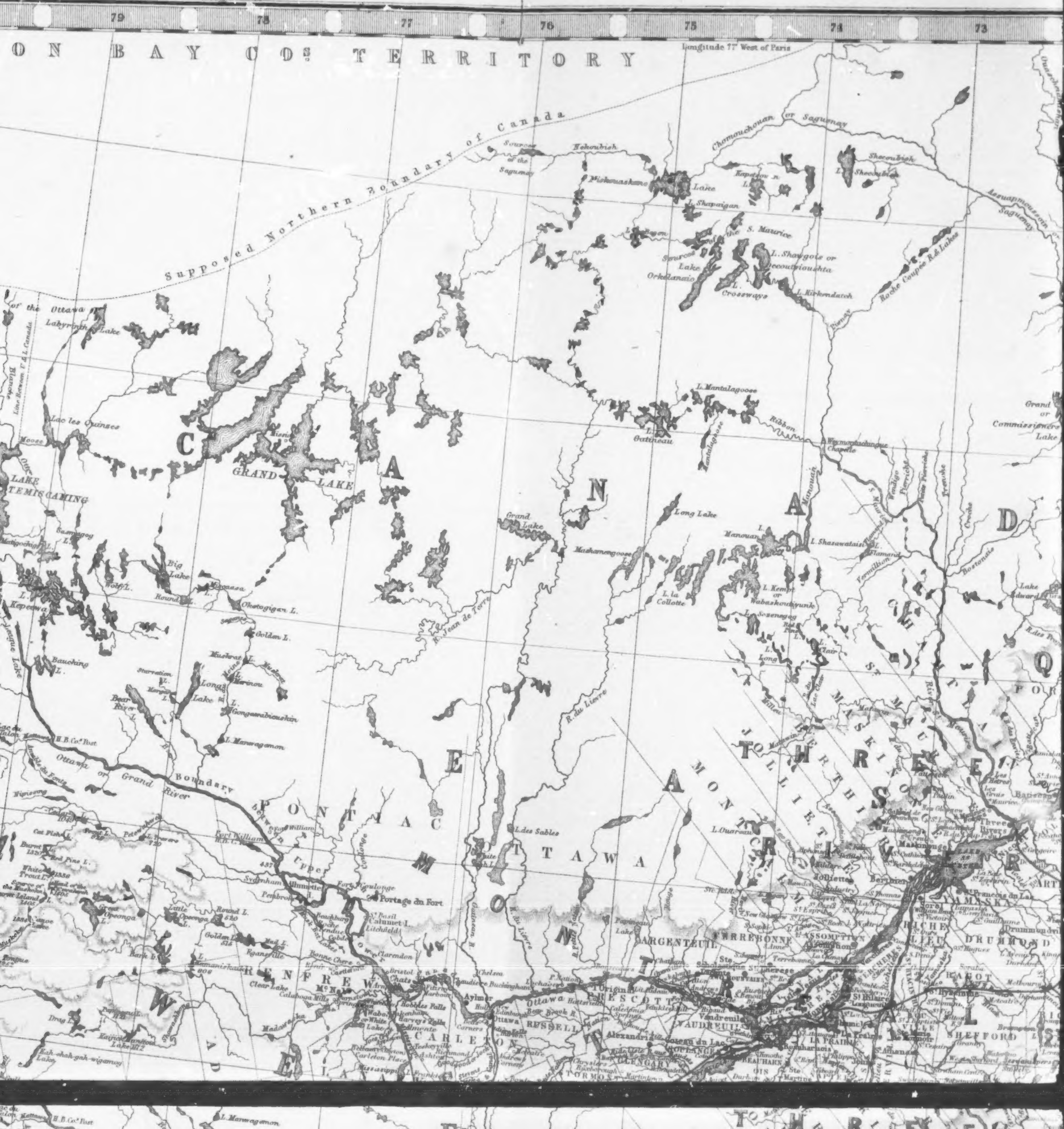
HALIFAX & QUEBEC RAILWAY.

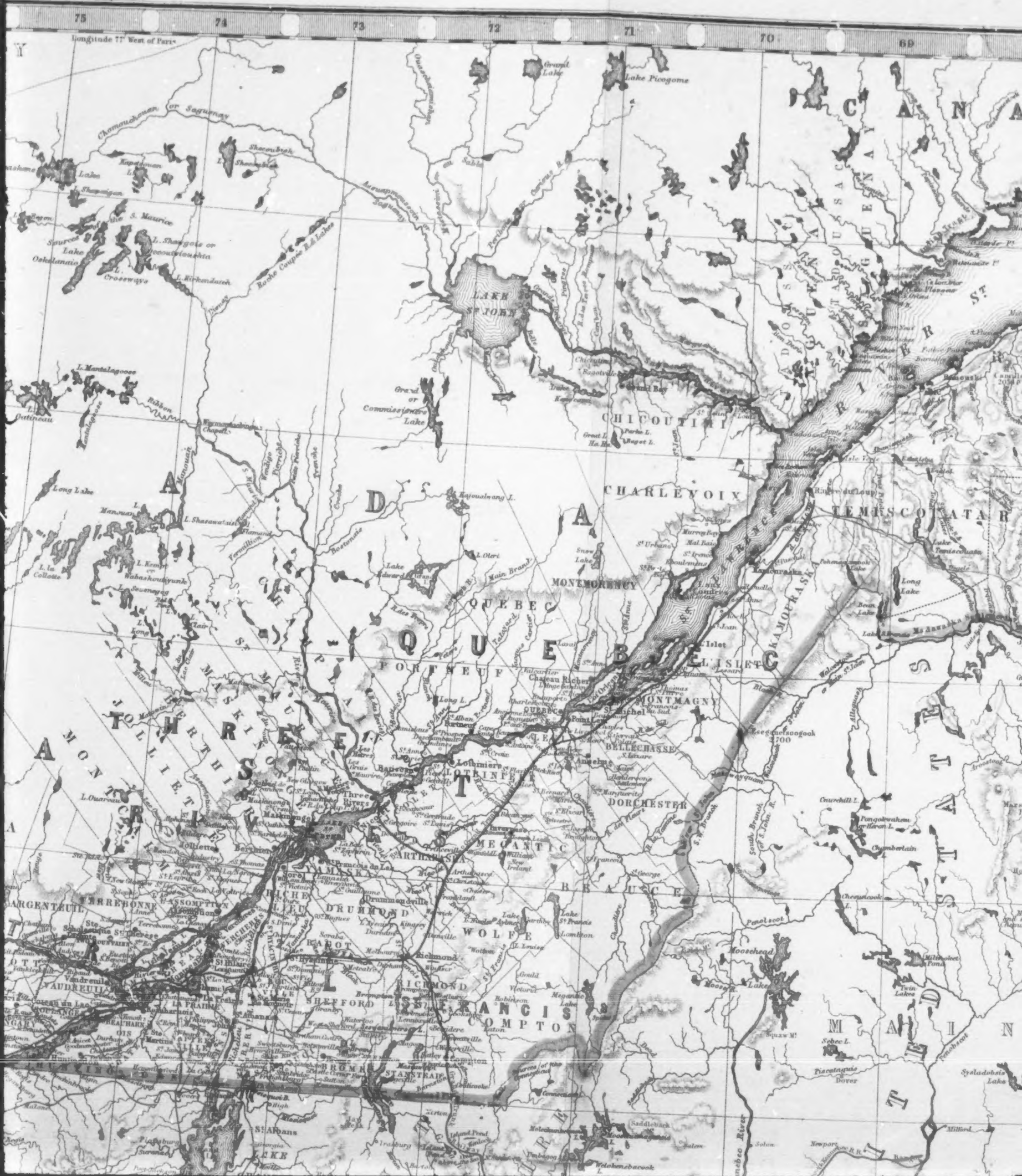
AND ITS CONNECTIONS WITH THE

GRAND TRUNK and other CANADIAN RAILWAYS.

BY KEITH JOHNSTON, F.R.S.E.

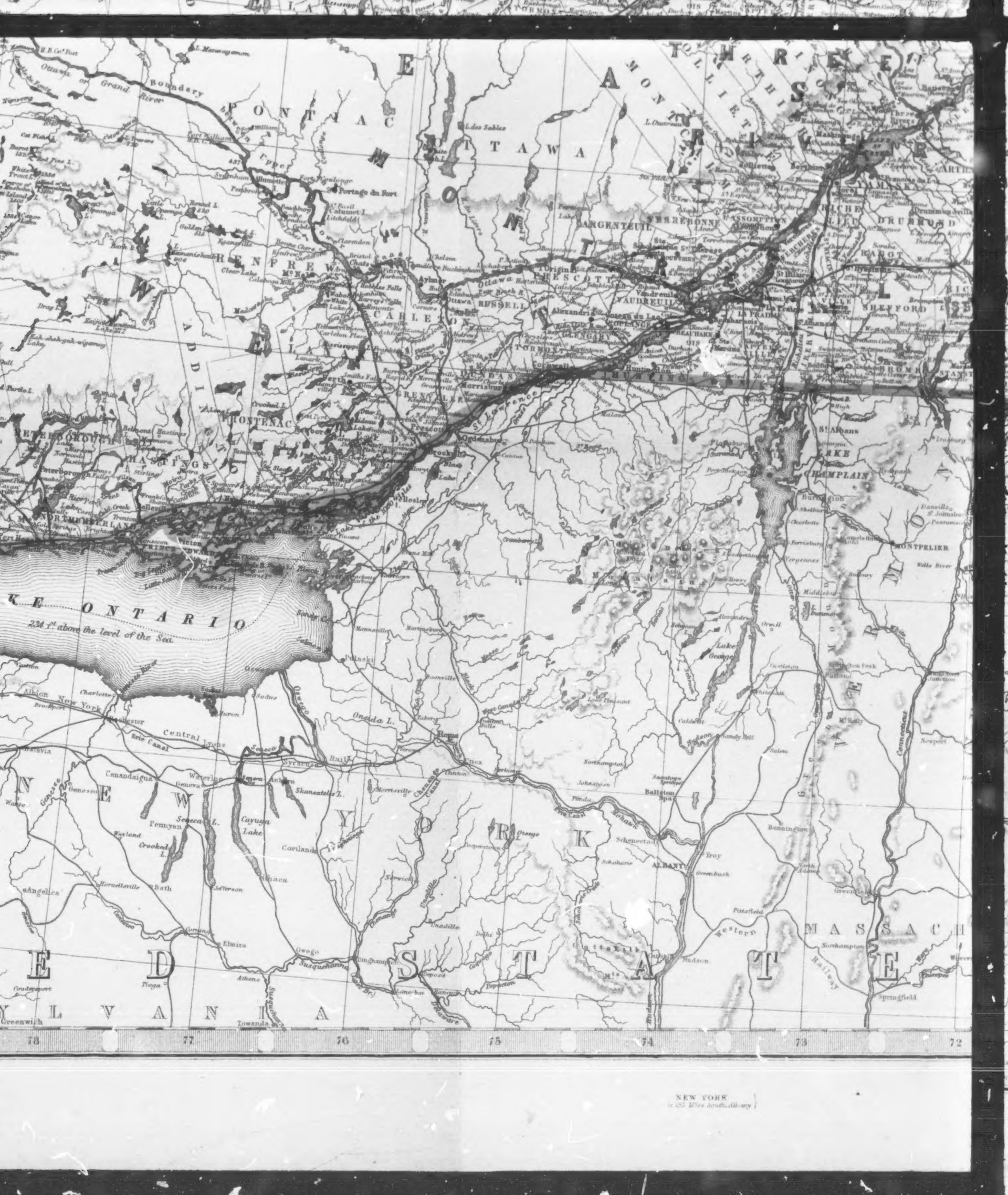


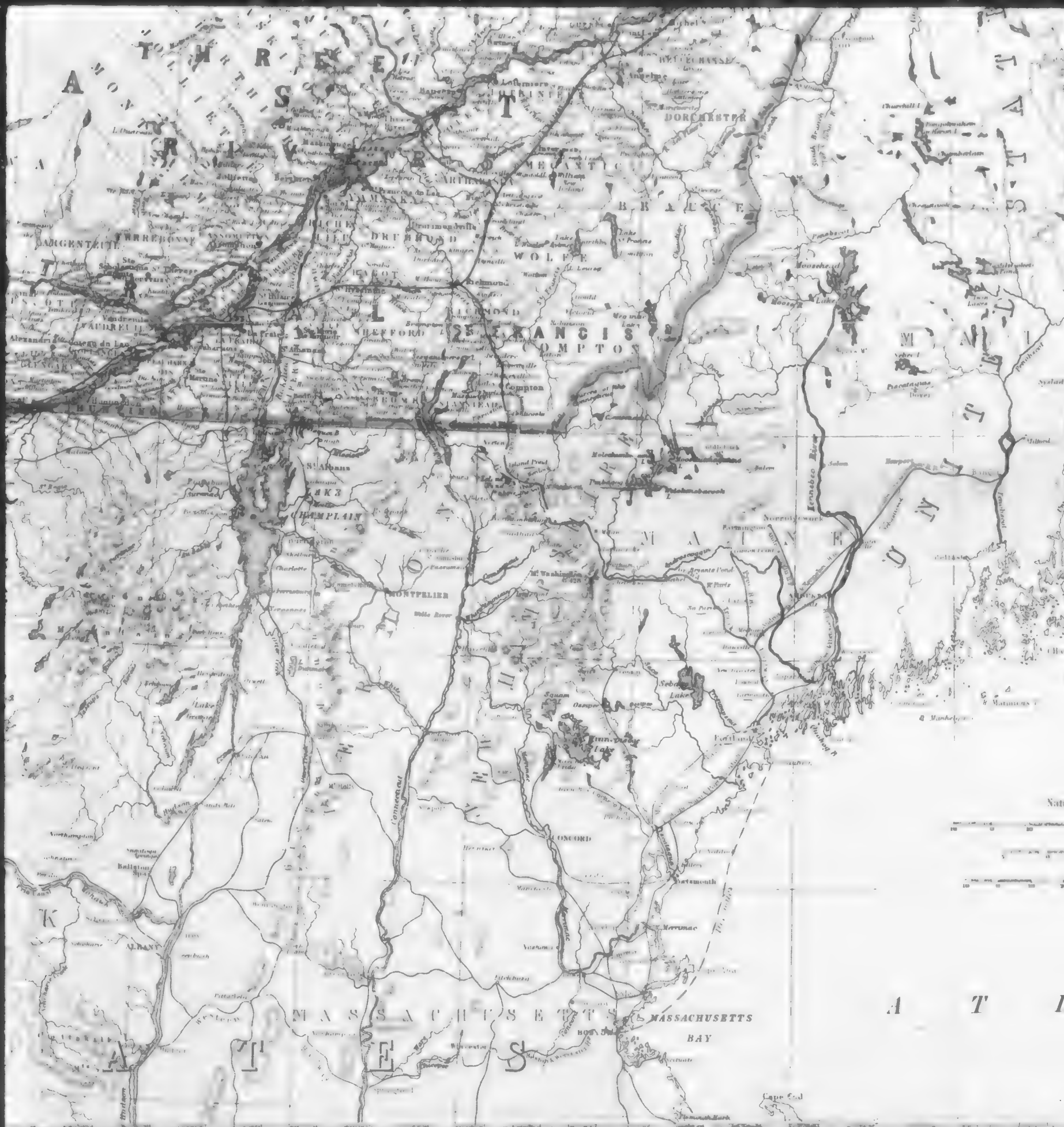














SCALES
Natural Scale 1 2065.500 324 miles to an inch

Geographical & Italian Miles, 60-1 degree

French Terrestrial Leagues, 25-1 degree

English Statute Miles, 69-1 degree

Railways ————
Routes in English feet

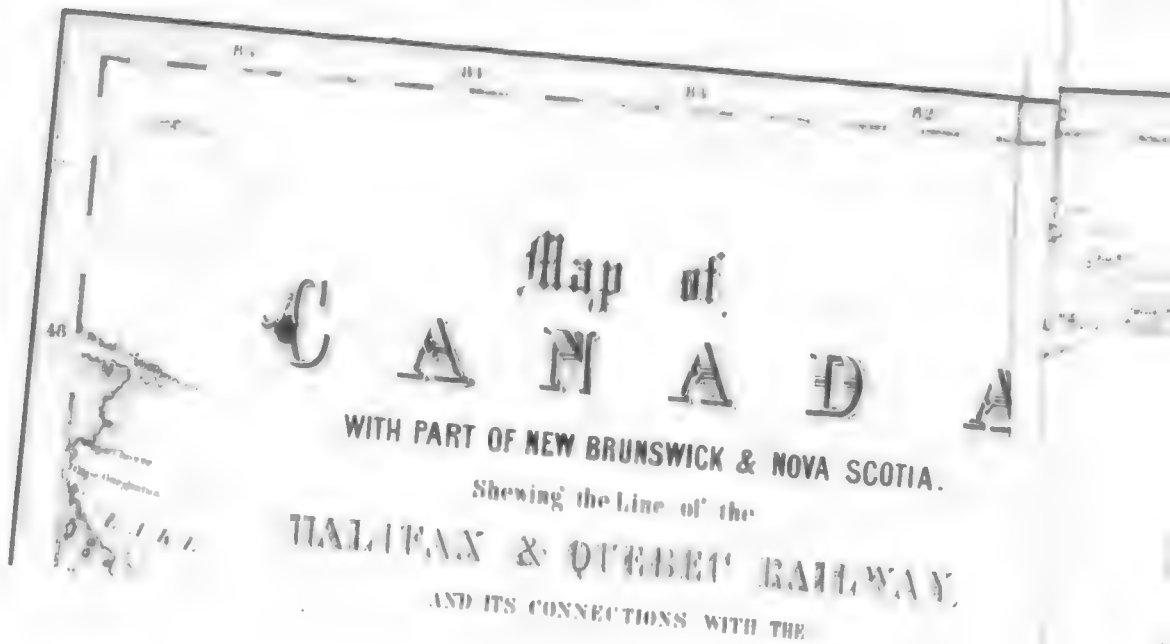
Railways completed marked red ———

Halifax and Quebec Railway marked yellow

Longitude West of Greenwich

60 65 70 75 80 85 90 95 100

Constructed and Engraved by W. A. K. John, Geographers & Engravers to the Queen



HALIFAX & QUEBEC RAILWAY.

1 1937

In 1838, on the establishment of Transatlantic Steam Navigation, Lord Melbourne's administration directed Lord Durham to Report upon the best mode of opening up a communication between Halifax and Quebec.

In 1839, Lord Durham, in his Report on British North America, strongly urged the construction of a Railway.

In 1843, a Survey for a Military Road was made at the instance of the Home Government, but afterwards abandoned in favour of a Railway.

In 1846, The Right Hon. W. E. Gladstone, the present Chancellor of the Exchequer, then Secretary of State for the Colonies, organized a Survey for a Railway by Royal Engineers.

In 1848, that Survey was completed; and the Report thereon, by Major Robinson and Captain Henderson, was presented to Parliament in February, 1849.

Canada, New Brunswick, and Nova Scotia contributed £30,000 to expenses of that Survey.

In 1851, Lord John Russell's administration, through Lord Grey, the Colonial Minister, in a despatch to the Governor-General of British North America, dated the 14th of March of that year, pledged the Imperial guarantee, or to advance the money from the British Treasury, on an estimate that the line would cost £5,000,000 sterling.

In 1852, that pledge was renewed by Lord Derby's administration, but fell into abeyance on a question of route: but the pledge has never been withdrawn.

Canada has since that time made 2,000 miles of Railway westward from Quebec, and also 114 miles of the line from Quebec towards Halifax. New Brunswick has also made 110 miles of the line extending from Shediac to St. John: and Nova Scotia has made 60 miles of the line extending from Halifax to Truro, and a branch line to Windsor of 38 miles.

The length of line remaining to be constructed is 350 miles, and which can be fully completed and equipped for £3,000,000 sterling.

In the Autumn of 1858, Canada, New Brunswick, and Nova Scotia made a joint application to the Imperial Government, expressing their inability to complete the undertaking without Imperial Aid.

Canada, New Brunswick, and Nova Scotia have granted to Her Majesty £60,000 per annum, and all the ungranted lands within ten miles on either side of the line, and a free right of way through all private property, providing Her Majesty's Government will, by themselves, or through the instrumentality of a private Company, complete the Railway.

Her Majesty's Government are asked to give £60,000 per annum for the carriage of the Mails, Military Stores, and Troops between Halifax and Quebec, and with that and the provincial grant guaranteed for a series of years, by the Imperial Government, the necessary Capital can be raised to complete the Railway.

Against the foregoing sum of £60,000, the Governments of Canada, New Brunswick, and Nova Scotia estimate a saving to the Imperial Treasury of £70,000 per annum, exclusive of the great saving the Railway would effect in the Imperial Military expenditure, which amounts at present to about £420,000 a year.

Upwards of £20,000,000 of British Capital invested in Canadian Railways is in great jeopardy, owing to the want of access to and from the Atlantic through British Territory.

The Grand Trunk Railway was constructed on the distinct assurance that the line would be continued through New Brunswick and Nova Scotia to the Atlantic by the Imperial and Provincial Governments.

Canada during last Session, and New Brunswick and Nova Scotia have, during the present Session of their several Parliaments, unanimously passed joint addresses to Her Majesty from both branches of their several Legislatures, asking for such aid as will secure the immediate construction of this Railway.

Particular attention is directed to the annexed Copies of Petitions which have just been presented to Parliament, and to Copies of the Addresses to Her Majesty from New Brunswick and Nova Scotia.

JOSEPH NELSON.

SESSION, 1861.

To the Queen's Most Excellent Majesty.

THE HUMBLE AND DUTIFUL ADDRESS OF THE LEGISLATIVE
COUNCIL AND HOUSE OF ASSEMBLY OF THE PROVINCE OF
NEW BRUNSWICK.

MAY IT PLEASE YOUR MAJESTY,—

We, the Legislative Council and House of Assembly, beg leave to approach your Majesty with renewed assurances of our attachment and fidelity to your Majesty's person and Government.

In common with your Majesty's loyal subjects in these North-American provinces, we are deeply impressed with the great advantages, if not absolute necessity, of a railway from Halifax to Quebec, connecting Nova Scotia and New Brunswick with Canada.

The Legislature and people of New Brunswick have, on all occasions, manifested the greatest interest in the importance of the work to the British Empire, and have expressed their willingness to contribute for its accomplishment to an extent commensurate with the financial ability and resources of the country.

Your Majesty's Government are aware that the construction of railways has so far absorbed our resources as necessarily to lessen the means at our disposal to assist in this important undertaking; but the lines of railway already in operation in this province may be made available for the purposes of this great work. The importance of the intercolonial railway for the great and manifold resources of the province; the facilitating the transmission of mails; the securing of improved postal communication between Great Britain and Canada through British territory; the advantages of the line for military purposes, and for the consolidation of your Majesty's dominions in this continent, have often been urged in former representations, and as often conceded by your Majesty's Ministers. Recent events have demonstrated the necessity for renewed exertion for the attainment of an object so essential to national interests and the maintenance of national honour. New Brunswick has millions of acres of ungranted lands fit for cultivation and settlement, which, under a good system of colonization, might be made to contribute to this work. Should your Majesty's Government, in view of the great national advantages the carrying out of this great work will secure, adopt measures to promote its construction, New Brunswick will cheerfully contribute in lands and money to the utmost of her means towards the accomplishment of an object so desirable. We therefore humbly pray your Most Gracious Majesty to take this our petition into your most favourable consideration, and grant such aid for the construction of an intercolonial railway as may be proportionate to the magnitude of the work, and to the Imperial interest involved in this great undertaking.

SESSION, 1861.

To the Queen's Most Excellent Majesty.

THE HUMBLE ADDRESS OF THE LEGISLATIVE COUNCIL AND
HOUSE OF ASSEMBLY OF

NOVA SCOTIA.

MAY IT PLEASE YOUR MAJESTY,—

We, Her Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Nova Scotia, respectfully beg leave again to invite our Sovereign's consideration to a work of National importance.

For nearly twenty years the people of British America have been struggling to secure a great Highway extending from the Sea to the Western bounds of Canada, and have made many sacrifices to obtain it. The foremost men in all the Provinces, of all political parties, have, from time to time, united to accomplish this work. They are united now, and they justly regard the realization of their hopes as an object not unworthy of the grave consideration of the Imperial Government.

The recent visit of His Royal Highness the Prince of Wales to these Provinces has not only enabled our Sovereign's son to survey their boundless resources, but has illustrated the spirit of loyalty and love of British connection which pervades them. To unite them in the bonds of peace—to develop their resources, to enlarge their population, to harmonize their public sentiments by mutual intercourse, to strengthen them in time of war, and to keep alive in their midst the traditions and the policy of the mother country, appear to us objects worthy of combined effort on the part of the Provincial and Imperial Governments: and we rejoice to perceive that, at last, the great Cities of the three Kingdoms are awakening to a sense of their importance, and are about to petition Parliament for aid to construct a great Highway from the St. Lawrence to the Harbour of Halifax.

The Legislature of Nova Scotia beg respectfully to refer Your Majesty to the various efforts made by means of Addresses and Delegations from the Colonies to enlist Imperial support to this great National Undertaking; and the heavy sacrifices made by them in constructing several Sections of Railway, which may now be incorporated in this work, sufficiently evince the anxious desire of the people and Legislatures of all the Provinces to secure its speedy completion, which cannot be done without Imperial aid.

We entertain the confident hope that the assurances repeatedly given by Your Majesty's Ministers of their determination to aid this important enterprise may yet be realized, and that Your Majesty's reign may witness the completion of an undertaking which involves the interests not only of British America, but the Empire at large.

Trusting that Your Majesty will give to the subject of this Address the grave consideration due to its magnitude and importance, the Legislative Council and House of Assembly, as in duty bound, will ever pray.

*To the Right Honourable the Lords Spiritual and
Temporal.*

(A Similar Petition has been addressed to the House of Commons).

THE HUMBLE PETITION OF THE UNDERSIGNED MERCHANTS
BANKERS, AND OTHERS OF THE CITIES OF
LONDON AND WESTMINSTER.

Sheweth,

FIRST.—That for one-half of the year we are solely dependant on the United States of America for our communications with Canada.

SECOND.—That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice, and an important portion of the British Empire placed in great jeopardy.

THIRD.—That the completion of the line of Railway from Halifax to Quebec would render us perfectly independent of the United States at all seasons of the year.

FOURTH.—That the completion of this line of Railway would accelerate the delivery of the Canadian Mails and Despatches at least thirty-six hours in advance of the present route through the United States.

FIFTH.—That the completion of this line of Railway would open up for colonization and settlement by emigrants from the mother-country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

SIXTH.—That the present cost of conveying the British North-American Mails through the United States, estimated at £25,000 per annum, would be saved to the Imperial Treasury.

SEVENTH.—That by making Halifax the Terminus of the Atlantic Royal Mail Service, instead of Boston and New York, a large annual sum would be saved in the mileage rate, as at present paid for that service by the imperial Treasury.

EIGHTH.—That the Military expenses for the preservation of British North America, borne by the Imperial Treasury, amount every year to the sum of £420,000.

NINTH.—That the completion of this line of Railway would effect an almost total saving of this expenditure, as it would render Canada accessible for the extradition and transmission of Troops and Military Stores within ten days at all seasons; whilst at the present time she is, in a

military point of view, excluded from communication with the mother-country for six months of the year.

TENTH.—That it would link together the three provinces of Canada, New Brunswick, and Nova Scotia, without which any further combination of these Provinces would be impracticable, and would also give them access to the ocean at all seasons through the port of Halifax, one of the finest harbours in the world, and nearer to England (and to Europe) by 400 miles than any other open port in America.

ELEVENTH.—That by completing the construction of the Railway from Truro to River du Loup, a distance of 350 miles, a direct Railway communication will be established through British territory between Halifax, Quebec, and Lake Huron, a distance of 1,400 miles, from whence it is intended to open a direct communication with British Columbia, Vancouver's Island and the Pacific.

TWELFTH.—That your Petitioners believe that the immediate completion of the line of Railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

THIRTEENTH.—That your Petitioners believe that in addition to its adding to the security and permanence of the British Empire in North America, accelerating the communication with the mother-country, reviving that identity of interest with her which has been too long engrossed by the United States, the Railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

FOURTEENTH.—That from the formation of the Halifax and Quebec Railway commercial advantages of immense value would be secured to Great Britain and Canada, and the great importance of the line is fully acknowledged by every trading community. It would benefit most of the Railways at present in existence in the Colony, and its accomplishment is looked forward to with great anxiety.

Your Petitioners therefore pray your Honourable House to grant such aid and assistance to the Halifax and Quebec Railway, as shall bring to a successful completion this great national undertaking.

And your Petitioners will ever pray.

Charles Franks,
Wm. Wilson,
T. H. Mitchell,
Robert Gillespie,
W. T. Hibbert,
S. J. Bosanquet,
T. H. Booking,
William Chapman,
F. Le Breton,

Governor and Directors of the Canada Land Company

W. R. Chapman,
R. Carter,

Directors of the Bank of British North America

Henry Barnwell,
John Ranking,
James J. Cummins,
Thomas Devas,
John Hackblock,

Governor and Directors of the British American Land Company

The Hudson's Bay Company, W. T. Berens, *Governor*

The Trust and Loan Company of Upper Canada, Fred. Fearon, *Secretary*

The Directors of the New Brunswick and Nova Scotia Land Company,

Wm. Aggas, *Secretary*

Alfred Charles Bridge, *Chairman General Mining Association of Nova Scotia*

S. Cunard, *British and North-American Royal Mail Steam Ship Company*

Joseph Fry,

Directors of the Canada Agency Association

William Hazlitt,

Wm. Newmarsh,

Wm. Hartridge,

William Smith,

William Evans,

Henry Wheeler,

Crawford, Colvin, & Co.

Gillespies, Moffatt, & Co.

McCalmont, Brothers, & Co.

Gilmour, Rankin, Strang, & Co.

Baring, Brothers, & Co.

Morrison, Dillon, & Co.

Leaf, Sons, & Co.

T. Thomson, T. Bonar, & Co.

Glyn, Mills, & Co.

J. T. Pawson & Co.

Finlay, Hodgson, & Co.
 J. B. Elin & Co.
 Robert Benson & Co.
 Bryson, Hoyer, & Tagart
 Janvren, Grassie, & De Lisle
 F. De Lizardi & Co.
 Robert Martin (Martin, Stone, & Co.)
 Geo. R. Marten (Sir William Call,
 Marten, & Co.)
 Phillip Twells (Spooner, Attwoods, &
 Co.)
 G. W. Alexander, } Lombard Street.
 W. D. Alexander, }
 The Union Bank of London, W. W.
 Scrimgeour, *Manager*
 The London Joint-Stock Bank, John
 P. Oxley.
 The London and Westminster Bank,
 Henry Buckle, *Trustee*
 The City Bank, London, per A. J. White,
Manager
 The London & County Banking Com-
 pany, Wm. McKewan, *Manager*
 J. & R. Morley

Henry Wollaston Blake (James Watt
 & Co.)
 Leo Schuster
 Thomas Brassey
 James Hutchinson
 Isaac Braithwaite
 Phillip Hardwick, R.A.
 Edw. L. Betts
 Bischoff, Cox, & Bompas
 Thomas Hughes
 J. D. Lowden
 Charles Morris
 Charles Phelps
 Charles Hill
 Thomas Butts
 J. Sewell
 Robert Curling
 William Forman & Co
 G. B. Thorneycroft & Co.
 William Crawshaw
 A. M. Wier
 Ellis, Everington, & Co.
 Dent, Aldcroft, & Co.
 Charles Candy & Co.
 &c. &c. &c.

SIMILAR PETITIONS FROM THE UNDERSIGNED MERCHANTS,
 BANKERS, AND OTHERS OF THE BOROUGH OF
LIVERPOOL.

Allan, Brothers, & Co.
 Allen & Edwards
 Arnold, Lote, Roscoe, & Co.
 Archer, R. E.
 Archer, J. K.
 Anderson, William.
 Brown, Wm. (Brown, Shipley & Co.)
 Baines, James, & Co.
 Bailey, Brothers, & Co.
 Beazley, James
 Boulton, English, & Brandon
 Booker, S.
 Booker, Geo., & Co.
 Bradshaw, J. F.
 Broach & Bostock

Billinge, Charles
 Bakewell, Sydney
 Baines, John
 Bowen, G. M.
 Burraclough, Geo.
 Baddeley, R. T.
 Bell, Thom.
 Bartlett, G.
 Bedell, John
 Baker, James
 Bryan, Geo.
 Brown, John Gordon
 Bond, J. C.
 Beardwood, W.
 Barber, Thos. Eaton

Cannon, David, Sons, & Co.
 Cunard, Wilson, & Co.
 Chaloner, Edward
 Craven & Bull
 Cassidy & Turner
 Clifford, Mark
 Cato & Overend
 Carson, James
 Cartull, Richd.
 Crow, G. B.
 Clayton, James
 Chalmers & Co.
 Caesar & Sobbe
 Cornish, Geo. J.
 Cohan, Henry
 Clarke, W. P.
 Carter, Henry
 Coglean, John
 Colley, Fras. P.
 Carne, C. Fredk.
 Cox, John
 Caroe, A. K.
 Duncan, John, & Co.
 Darbyshire, McKinnell, & Co.
 Dowie, James
 Dixon & Wynne
 Dale & Ryrrie
 Dixon, W. H.
 De Wolf, John S., & Co.
 Deckins, H.
 Daly, John
 Ellerton & Wormald
 Edwards, E.
 Fielden, Brothers & Co.
 Farnworth & Jardine
 Fox, Bromham, & Lewis
 Fox, William
 Fisher, William
 Graves, S. R. (Mayor of Liverpool.)
 Gladstone & Co.
 Gibbs, Bright, & Co.
 Glen & Anderson
 Gibb, Duncan
 Glynn, Henry
 Gaskell, Thomas
 Gardner, Joseph
 Gunston, Wilson, & Co.
 Horsfall, Charles, & Sons

Houghton, Smith & Co.
 Houghton, James
 Holme, John
 Holland, Henry
 Hill, F. Stanton
 Hudson, Thomas
 Hill, Alfred, & Co.
 Hakes & Garforth
 Hughes, Edwd.
 Hampson, Thos., Jr.
 Higgins, William
 Irvine, Thomas, & Co.
 Jobb, Brothers, & Co.
 Jones, R. L.
 Jones, Hugh, & Co.
 Jardine, John, & Sons
 Jackson, Wm., & Ronald, Jas.
 Jones, John W., & Co.
 Joseph, John, & Co.
 Jones, Joseph
 Jackson, Thomas
 Johnson, James H.
 Johnson, John
 Jackson, G. B.
 Kenneth, Dowie, & Co.
 Kennedy & Gilkeson
 Kaye, Edmond
 Kewley, Wm. B.
 Kirkman, G. S.
 Kelly, Thomas
 Kerr, Hugh
 Kirk, Robert
 Liston, Young, & Co.
 Lindsay, William, & Co.
 Lee & Nightingale
 Moore, J. Bramley
 Moore, Charles, & Co.
 Miller & Mosman
 Moon, William
 Macdonald, D. and J.
 Morrow, Son, & Garbutt
 Mott, J., & Sons
 Marquis, John, & Co.
 Miller, G. S., & Barker
 Moran, Galloway & Co.
 Morrow, Bros., & Dennis
 Morris, John
 Mainison, John

McGachen, Alex.
 Manders, Albert E.
 Morgan, John
 Macphie, D.
 Morris, John
 M'Lauchlan, James
 Malcomson, Andw.
 Mucklow, Edwd.
 McKensie, Charler H.
 Mahler, Bros., & Sultsberger
 McCully, William
 Mensch, F.
 Major, John, Jr.
 Naylor, Vickers, & Co.
 Nicholson, Richard, & Son
 Nicholson, Bros.
 Nicholson, Walter C.
 Nosworthy, Chas. P.
 Neroutsos, G. D.
 Nicholas, Wm.
 Ogden, C. R.
 Oxley, Geo. P.
 Pilkington, Bros
 Perrin, J., Son, & Co.
 Porter, Wm., & Co.
 Postlethwaite & Carlisle
 Powell, Fred. H., & Co.
 Paton & McNicol
 Prowse, J., Jr.
 Penny, J. P.
 Patterson, Wm. M.
 Patton, Duncan
 Pritchard, John W.
 Pemberton, S.
 Rankin, Gilmour, & Co.
 Robertson, C.
 Robertson & Ewing
 Robertson, David
 Ralston, Robert, & Co.
 Robinson, J. & W.
 Reyner, Nathl.
 Roy, Chas. & Jas.
 Russell, John M.
 Saunde, Charles (M'Calmont, Bros.,
 & Co.)
 Shand, C. W. & F.

Sharples, Jones, & Co.
 Sinclair, Wm., & Co.
 Strong, Reid, & Co.
 Strong, Matthew, & Co.
 Singleton, Wm., & Co.
 Stitt, Brothers
 Sutherland, Peter, pro G. Brown
 Spence, John B.
 Steel, William
 Samuel, P. J.
 Steinthal, H., & Co.
 Samuelson, James
 Samuelson, Newton
 Stokesley, James Thomaz, Jr.
 Shearson, Joseph C.
 Smith, George Ed.
 Sweeney, W. J.
 Turner, Charles (Chairman of the
 Mersey Dock Board)
 Tarbet, W., & Sons
 Taylor, Charles R., & Son
 Trimmer & Grainger
 Taylor & Timmis
 Twead, Wm., & Co.
 Thomson, Finlay, & Co.
 Thompson, Joseph
 Thompson, George
 Tucker, Robert
 Trotman, S. Lee
 Talbot, Alfred W.
 Verdin, Thom.
 Wilson & Chambers
 Wilson, John, & Son
 Wood, Henry, & Co.
 Wainwright, Richard
 Winns & Co.
 Walthew, Jas. M.
 Wilson, Rob.
 White, Walter
 Wise, Charles
 Williams, Maurice
 Wade, W. B.
 Williams, Thomas H.
 Whitehead, John W.
 Wade & Robson
 Young, Geo., Jr.

SIMILAR PETITIONS FROM THE UNDERSIGNED MERCHANTS,
BANKERS, AND OTHERS OF THE CITY OF
MANCHESTER.

A. & S. Henry & Co.
J. P. & E. Westhead & Co.
J. & N. Phillips & Co.
Daniel Lee & Co.
Robert Barbour & Brother
H. Bannerman & Sons
Samuel Fletcher, Son, & Co.
Rylands & Sons
James M'Laren & Nephews
James Brown, Son, & Co.
Cook, Son, Hoeken, & Co.
Kershaw, Sidebottom, & Berry
Callender, Sons, & Dodgshon
Samuel & Thomas Ashton
James Burton, Jun.
John Dugdale & Brothers
Henry Bury (Messrs. Loyd, Entwistle,
& Co.)
William Harding & Son
J. & B. Pearsen
James Kershaw & Sons
Sharp, Stewart, & Co.
Fielden, Brothers
Thomas Sharp & Co.
Richardson, Lee, & Co.
Sam Mendel
Hall & Udall
Samuel Radcliffe & Sons
W. Compton
George & R. Dewhurst
Butterworth and Brooks
J. Schofield Mayson
Edward Mucklow
John Pender & Co.
Bickham, Pownall, and Co.
Thomas Forshaw
Gibson, Hailey, & Co.
George Milnes, J. A. Turner, & Co.
Bradbury, Doncaster, & Co.
Collier, Hepworth, & Gervans
Medcalf, Musgrave, & Livesay
John Davis, Son, & McWhinnie

Pennington, Swanwell, & Co.
Carlton, Walker, & Watson
Glover & Son
James Dilworth & Son
John Samuels & Co.
Samuel Meyer
J. F. & W. Roberts
Edward & John Jackson
William Peel & Co.
John Munn & Co.
Hall, Brown, & Co.
Sharp, Murray, & Co.
George & Richard Holt
Charles Openshaw & Sons
McEwen, Stenhouse, & Co.
Littlewood, Wilson, & Co.
Greenhalgh & Romey
H. R. Balstone
John Williams, Nephew, & Co.
Thomas Tilley
Robert Gardner
Phibb, Rowbotham, & Co.
H. C. Owtram & Co.
John Allen
James Gibb, Son, & Gray
Reddish & Bickham
John Barford & Sons
Edward Dewhurst
Josh. Thompson & Son
Dalton, Brothers
Thomas Entwistle & Co.
Taylor & Pegg
S. Lany & Son
Edwin Townend & Co.
Townend, Brothers
William Gibb
Richard Haworth & Co.
Edward & Robert Prichard
George & Hugh Booth
Benjamin Hill & Co.
William Harding & Son
John Brennan, Sons, & Co.

Dobson, Chapman, & Co.
 Isaac Thorpe & Sons
 W. G. Cooper
 John Chadwick & Sons
 Brotherton & Collier
 Bayley & Craven
 Elkanah, Armitage, & Sons
 John Ashworth & Co.
 Earwaker & Challen
 Smith & Downes
 Adams & Crompton
 Wells, Cook, & Potter
 Riley, Codling, & Co.
 John Drinkwater & Co.
 Thomas Brown & Sons
 Barlow, Gooddy, & Jones
 Shorrock, Sons, & Waterhouse
 Tunstill, Brothers
 Clough & Meadows
 Cartwright, Haywood, & Co.
 Buckley, Williams, & Co.
 James Bentley

Lewis, Humphrey, & Co.
 William Hobbs
 Gault, Begg, & Co.
 Wrigley & M'Millan
 William Roberts
 Robert Naylor
 Norris, Brothers
 Simpson, Thompson, & Co.
 John Standing & Brother
 Ormerod, Jervis, & Thomson
 Joseph & Edward Waters & Co.
 Wood & Wright
 Bradshaw, Hammond, & Co.
 Porteus & Paul
 Melland & Coward
 Nichols, Son, & Morris
 Edward Lyon & Brothers
 Durham & Co.
 Donald, Brothers
 Cunliffe, Piggott, & Co.
 John H. Whittle & Co.
 Geddes, Brothers, & Co.

SIMILAR PETITIONS FROM THE UNDERSIGNED MERCHANTS,
 BANKERS, AND OTHERS OF THE CITY OF

GLASGOW.

Henry Dunlop
 W. B. Huggins & Co.
 Geo. Gillespie & Co.
 Jas. Richardson & Co.
 Stirling, Gordon, & Co.
 J. & J. G. Rodger
 James Burns
 Gregor, Turnbull, & Co.
 James Ewing & Co.
 Handysides & Henderson
 J. & R. Young & Co.
 Wm. McLaren, Sons, & Co.
 Wm. Ewing
 Neil Macnish
 Playfair, Bryce, & Co.
 Henry Monteith & Co.
 James Murison & Co.

Robt. Chrystal
 William Birrell
 Robt. Hastie & Co.
 William Kidston & Sons
 A. G. Kidston & Co.
 Edmiston & Mitchell
 Hew, Young, & Co.
 T. C. Orr
 John Loudoun & Co.
 Wm. Leggat
 J. & W. Mackinlay
 Miller, Rose, & Co.
 Brown, Maxwell, & Co.
 John F. McLaren
 Thos. W. Mackay
 J. Wallace Robertson
 Wingate, Birrell, & Co.

John Wardlaw Ramsay
 Pro H. L. Schwabe & Co. }
 Theo. R. Schwabe }
 John McGregor
 Wm. Henry Dobie
 Peter Buchanan & Co.
 James Buntin & Co.
 James Black & Co.
 Jas. & W. J. Scott & Co.
 J. & W. Campbell & Co.
 William P. Paton
 P. Henderson & Co.
 Paterson Jamieson & Co.
 A. & S. Heary & Co.
 Wingate, Sons, & Co.
 W. A. Clunie
 Sam. R. & Thos. Brown
 Lewis, Potter, & Co.
 H. & A. Galbraith

John Atlyn & Co.
 T. Currie Gregory
 Hay Wright
 Charles Tennant & Co.
 A. & J. McKeand
 Adam Pearson
 W. Connal & Co.
 John McCall & Co.
 Macleroy, Hamilton, & Co.
 John Ronald & Co.
 Wm. Malcom & Co.
 Thomas Clavering
 Geo. Smith & Sons
 Robert Bryson & Son
 Pro William Baird & Co.)
 James Bain)
 A. D. Robertson
 Walter Gray & Co

SIMILAR PETITIONS FROM THE UNDERSIGNED MERCHANTS,
 BANKERS, AND OTHERS OF THE CITY OF

BRISTOL.

John Shute *Chairman of the Bristol
 Chamber of Commerce on behalf of
 the Chamber.*
 Thomas Evans, *Deputy Chairman*
 Leonard Bruton, *Secretary*
 John Bates, Mayor of Bristol
 Miles & Co., Bankers
 Miles, Bros., & Co., Merchants
 Stuckey's Banking Co.
 James Poole, ex-Mayor of Bristol
 Mark, Whitwell, & Son, Shipowners
 Lucas, Bros., & Co., Shipowners
 W. D. & H. O. Wills & Sons, Merchants
 Richard & William King, Merchants
 C. & J. R. Price, Stoneware Manu-
 facturers
 T. & A. Warren, Merchants, &c.
 E. S. & A. Robinson, Paper Merchants
 Wm. Terrell & Sons, Merchants
 Wait & James, Merchants

J. M. Hyde & Co.
 William Gough
 James Protheroe, Warehouse-keeper
 Chas. P. B. Fowell, Timber Merchant
 Alfred Robinson
 Robert Bruce, Merchant
 Henry Granger
 Joseph G. Lovell, Merchant
 Alf. W. W. Holmes, Broker
 J. Hayward, Corn Factor
 William Witchell, Corn Merchant
 S. Ward & Son, Seed Merchants
 Longman & Co., Wholesale Druggists,
 &c.
 Joseph Almond, Iron Merchant
 Hudden & Ditchett, Tobacco Manu-
 facturers
 Candy & Eggar
 Willm. B. Beck, Wine Merchant
 Francis Adams, Merchant

Franklyn, Daveys, & Co., Merchants
 Evan, Baillie, Sons, & Co., Merchants
 Fedden, Morcom, & Co., Colonial and
 Foreign Sugar Brokers
 Manning, Fyfe, & Baker, Mer-
 chants
 Bevan, Elton, & Cross, Iron Merchants
 Jones & Nash, Timber Merchants
 Taylor & Low, Brothers, Timber Mer-
 chants.
 Ford & Canning, Bonded Warehouse
 Keepers
 Hassall & Cogan, Merchants
 Wm. Patterson, Ship Builder
 J. Webb & Co., Iron Merchants
 Nash, Cole, & Elton, Iron Merchants
 Leonard, Warren, & Co., Iron Mer-
 chants
 Wm. C. Beloe
 Thos. P. Jose
 F. K. Barnes & Sons, Merchants
 G. W. Lucas
 George Cole, Merchant & Shipowner
 Wm. Yeo, Merchant
 Robert Carpenter, Merchant
 Howell & Leak, Merchants
 Thomas Pike, Broker
 Edwd. Alien
 E. B. Hipplesey, Corn Merchant
 S. J. Sayce, Broker
 T. B. Miller & Co., Seed Crushers
 Richard Rowe, Shipowner
 Danks, Venn, & Sanders

George C. Glasson
 Richard Cripps, Redcliff Whf.
 Barnes & Adey, Merchants & Ship-
 owners
 John Edwd. Germaine, Timber Mer-
 chant
 Richd. Mogg Bryant, Builder
 William Claxton, Merchant
 Woodrow & Bell, Chain and Anchor
 Makers
 M. J. F. & A. Alexander, Merchants
 Jno. Edwards & Co., Shipowners
 Tratman, Brothers, Ship Chandlers
 Henry Prichard & Co., Merchants
 James & Robert Bush, Merchants
 Cox & Shaw, Merchants and Soap
 Manufacturers
 Thomas Harris & Co., Distillers
 Slaughter, Gruning, & Co., Engineers
 Chrstr. Thomas & Bros., Soap Manu-
 turers
 G. & S. Wills, Wine Merchants
 Llewellins & James, Brass and Copper
 Works, Castle Green
 Powell & Ricketts, Glass Bottle Manu-
 facturers, St. Philip's
 William Powell & Sons, Stoneware
 Manufacturers, Temple Gate
 Roberts & Davies, Timber Merchants,
 &c.
 William C. Cambridge, Engineer, &c.
 Pro Winton E. Baker
 Charles Hill & Sons, Ship Builders, &c.

May, 1861.

